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COUNTRY	Soviet Zone	of Germany	REF	PORT	
	Zerbst Airf	ield			25
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EVALUATION_		PLACE O	BTAINED		25
DATE OF CON	ITENT_	P-94 (400a)			
DATE OBTAIN	ED		_DATE PREPARED_	19 July 1950	25
REFERENCES					25
	3 ENCLOSURE	C (NO & TVDE)			
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fighters practiced group flying. The interval between the planes was about double the wing span. Night flights with individual jet fighters were observed for the first time on the evening of 6 June 1950. (4) The planes had green, red and white navigation lights and took off at 10:15, 10:45, 11:15, 11:20, 11:25, 11:31 and 11:36 p.m. A rotating beacon light at the field was in use.

- 6. Formation flights over the field were made by four jet fighters at 10:15 a.m. on 8 June 1950. The planes flew at an altitude of from 500 to 600 meters. The distance between the individual planes was about half a wing span. There was no flying in the evening although the weather was favorable.
- 7. The sky was overcast at 10 a.m. on 9 June 1950 and no flights were made. Changes in the occupation of the field were not observed. A twin-engine courier plane coming from east-northeast arrived daily at about 11 a.m.
- $oxed{]}$ 8. A jet fighter crashed at the field on 22 May 1950.

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- 9. There was much day and night flying between 23 May and 9 June 1950, including flying in bad weather. Individual planes did acrobatics. Formation flights were made by up to four planes. The field was apparently occupied only by jet fighters with swept back wings since no conventional fighters, except for individual twin-engine planes, were seen flying. (5)
- 10. Only night flights were made between 10 and 16 June 1950.

 (6) The planes took off individually at intervals of two and more minutes. (4) A powerful, rotating searchlight, which did not light the landing field, was near the hangars. The searchlight was turned off when an American plane heading for Berlin was flying nearby. All planes in the air switched off their navigation lights which were red on the right side, green on the left and yellow at the rear. After the American plane had left, normal flying activity was resumed.
- 11. The AA emplacement was still on the western edge of the field. Motor vehicles were observed at the field. The two cantonment buildings north of the field barracks were completed. One was a stone, the other a wooden cantonment building with a tar paper roof. Each building was about 200 x 10 x 5 meters.
- [1] The occupation of the field by MIG-15 jet aircraft was confirmed _______ The exact number of planes of this type is not known. The field is occupied by two fighter regiments. It is believed that each regiment is equipped with about 30 jet planes based on observations of other fighter regiments of the Twenty-Fourth Air Army.
- (2) The radio station is probably an Adcock DF station.

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- (3) The present location of the radar set is not known. The operative personnel operating the radar set were pre-viously quartered in the customs mill.

 (4) Night flights by jet planes in Zerbst are reported for the
- first time.
- (5) No transfer of conventional fighters has been observed.
 A small number of conventional fighters are still believed <u>stationed in Zerbst.</u>
 - day flying on 12 June 1950. The there was no flying on the other days between 10 and 16 June 1950.

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